

# 17.5 Sedan

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Round 2

Top Qualifier is Klingforth, Brent 35/5: 07.117 (Rnd 1)

5280raceway.com

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Ser#2618 02/16/2014

Timing and Scoring by www.RCScorePro.com

Sponsor	Driver Name	Car	Pos	Laps	Race Time	Behind	Fast	Average Top 5	10	15	Q#
	Klingforth, Kyle	5	1	35	5:07.790		8.555	8.606	8.642	8.670	2
	Scrimo, Arthur	3	2	34	5:01.908		8.619	8.662	8.689	8.706	3
	Klingforth, Brent	1	3	34	5:05.342	3.434	8.586	8.630	8.656	8.682	1
	Brown, Adam	4	4	34	5:08.694	6.786	8.777	8.791	8.812	8.839	4
	Hinds, Mke	2	5	33	5:08.865		8.952	8.967	9.001	9.050	5
	Thurlow, Sam	6	6	32	5:06.050		8.850	9.001	9.067	9.124	6

Car# 1	2	3	4	5	6	7	8	9	10
Klingforth	Hinds	Scrimo	Brown	Klingforth	Thurlow				
1. 2/8.816 35/5:08.6	6/9.369 33/5:09.2	3/8.900 34/5:02.6	4/8.902 34/5:02.6	1/8.723 35/5:05.2	5/9.153 33/5:01.9				
2. 6/10.968 31/5:06.5	5/9.238 33/5:07.0	3/8.962 34/5:03.6	2/8.782 34/5:00.5	[1/8.555] 35/5:02.4	4/9.262 33/5:03.7				
3. 6/8.651 32/5:03.2	5/9.315 33/5:07.1	2/8.721 34/5:01.2	3/8.933 34/5:01.6	1/8.588 35/5:01.8	4/9.045 33/5:02.0				
4. 6/8.768 33/5:06.9	5/9.025 33/5:04.8	2/8.652 35/5:08.2	3/8.792 34/5:00.9	1/8.596 35/5:01.5	4/9.105 33/5:01.6				
5. 4/8.711 33/5:03.0	6/12.149 31/5:04.4	3/8.711 35/5:07.6	3/8.880 34/5:01.1	1/8.650 35/5:01.7	5/11.712 32/5:08.9				
6. 3/9.408 33/5:04.2	6/9.583 31/5:03.1	4/12.169 33/5:08.6	2/8.972 34/5:01.8	1/9.180 35/5:05.0	5/9.276 32/5:06.9				
7. 3/9.192 33/5:04.1	5/9.033 32/5:09.5	[4/8.619] 33/5:05.1	2/8.845 34/5:01.6	1/8.739 35/5:05.1	6/10.249 31/5:00.2				
8. 4/9.433 33/5:05.0	5/9.804 31/5:00.3	3/8.839 33/5:03.4	2/8.876 34/5:01.6	1/8.754 35/5:05.3	6/9.759 31/5:00.5				
9. 4/8.653 33/5:02.8	5/8.995 32/5:07.5	3/8.705 33/5:01.6	2/9.640 34/5:04.5	1/8.702 35/5:05.2	6/9.190 32/5:08.4				
10. 4/8.774 33/5:01.5	5/9.015 32/5:05.6	3/8.827 33/5:00.6	2/9.021 34/5:04.7	1/8.965 35/5:06.0	6/10.167 31/5:00.4				
11. [4/8.586] 34/5:08.9	[5/8.952] 32/5:03.9	3/8.751 34/5:08.6	2/8.946 34/5:04.7	1/8.671 35/5:05.8	6/9.076 32/5:08.3				
12. 4/8.744 34/5:07.9	5/9.269 32/5:03.3	3/8.696 34/5:07.5	2/8.801 34/5:04.2	1/8.667 35/5:05.6	6/9.225 32/5:07.2				
13. 4/8.724 34/5:07.1	5/9.640 32/5:03.7	3/8.816 34/5:06.9	2/8.818 34/5:03.9	1/8.758 35/5:05.7	6/9.334 32/5:06.5				
14. 3/8.665 34/5:06.2	5/8.956 32/5:02.4	4/8.729 34/5:06.2	2/8.892 34/5:03.8	1/8.659 35/5:05.5	6/9.153 32/5:05.6				
15. 4/9.124 34/5:06.4	5/9.244 32/5:02.0	3/8.739 34/5:05.6	2/8.827 34/5:03.5	1/9.084 35/5:06.3	[6/8.850] 32/5:04.1				
16. 4/8.822 34/5:06.0	5/8.972 32/5:01.1	3/8.650 34/5:04.9	[2/8.777] 34/5:03.2	1/8.840 35/5:06.5	6/8.992 32/5:03.1				
17. 4/8.779 34/5:05.6	5/9.226 32/5:00.7	3/8.742 34/5:04.4	2/9.312 34/5:04.0	1/8.788 35/5:06.5	6/9.041 32/5:02.2				
18. 4/8.631 34/5:04.9	5/9.102 32/5:00.2	2/8.728 34/5:04.0	3/8.978 34/5:04.0	1/8.696 35/5:06.4	6/9.683 32/5:02.7				
19. 4/9.158 34/5:05.3	5/8.962 33/5:08.8	2/8.766 34/5:03.7	3/8.820 34/5:03.8	1/8.692 35/5:06.3	6/9.513 32/5:02.7				
20. 4/10.560 34/5:07.9	5/9.369 33/5:08.9	2/8.808 34/5:03.5	3/9.267 34/5:04.4	1/8.641 35/5:06.1	6/9.138 32/5:02.2				
21. 4/8.818 34/5:07.6	5/9.089 33/5:08.4	2/8.762 34/5:03.2	3/9.042 34/5:04.5	1/9.676 35/5:07.6	6/9.838 32/5:02.8				
22. 4/8.720 34/5:07.0	5/9.051 33/5:08.0	2/8.821 34/5:03.0	3/8.923 34/5:04.5	1/8.845 35/5:07.7	6/9.575 32/5:03.0				
23. 4/8.627 34/5:06.4	5/9.224 33/5:07.8	2/8.765 34/5:02.8	3/8.920 34/5:04.4	1/8.812 35/5:07.8	6/11.655 32/5:06.0				
24. 4/8.700 34/5:06.0	5/9.306 33/5:07.8	2/8.691 34/5:02.5	3/8.861 34/5:04.3	1/8.757 35/5:07.7	6/9.697 32/5:06.2				
25. 4/8.678 34/5:05.6	5/9.054 33/5:07.4	2/8.740 34/5:02.3	3/8.950 34/5:04.3	1/8.824 35/5:07.8	6/9.121 32/5:05.6				
26. 4/8.714 34/5:05.2	5/9.863 33/5:08.1	2/8.754 34/5:02.1	3/8.914 34/5:04.2	1/8.772 35/5:07.7	6/10.294 32/5:06.5				
27. 4/8.792 34/5:05.0	5/9.727 33/5:08.6	2/8.719 34/5:01.9	3/8.802 34/5:04.0	1/8.778 35/5:07.7	6/9.286 32/5:06.2				

Car#	1	2	3	4	5	6	7	8	9	10
	Klingforth	Hinds	Scrimo	Brown	Klingforth	Thurlow				
28.	4/9.131 34/5:05.2	5/9.404 33/5:08.7	2/8.816 34/5:01.8	3/9.092 34/5:04.2	1/8.755 35/5:07.7	6/9.664 32/5:06.3				
29.	4/8.807 34/5:05.0	5/9.534 33/5:08.9	2/8.743 34/5:01.7	3/8.953 34/5:04.2	1/8.772 35/5:07.6	6/9.236 32/5:05.9				
30.	4/9.261 34/5:05.3	5/9.562 33/5:09.1	2/9.121 34/5:01.9	3/9.041 34/5:04.3	1/8.891 35/5:07.8	6/10.043 32/5:06.4				
31.	4/9.297 34/5:05.6	5/9.516 33/5:09.2	2/8.925 34/5:02.0	3/8.936 34/5:04.3	1/8.766 35/5:07.7	6/9.332 32/5:06.2				
32.	3/9.082 34/5:05.7	5/9.180 33/5:09.0	2/8.877 34/5:02.0	4/12.942 34/5:08.6	1/8.832 35/5:07.8	6/9.386 32/5:06.0				
33.	3/8.887 34/5:05.6	5/9.137 33/5:08.8	2/8.839 34/5:01.9	4/9.093 34/5:08.6	1/8.814 35/5:07.8					
34.	3/8.661 34/5:05.3		2/8.805 34/5:01.9	4/9.144 34/5:08.6	1/8.711 35/5:07.7					
35.					1/8.837 35/5:07.7					

<u>Top Qualifiers</u>		<u>Qual#</u>	<u>Laps</u>	<u>Race Time (Difference)</u>		<u>Round</u>	<u>Race</u>	<u>Pos in Race</u>	<u>Fast Lap</u>
	Klingforth, Brent	1	35	5:07.117		1	3	1	8.512
	Klingforth, Kyle	2	35	5:07.790	0.673	2	4	1	8.555
	Scrimo, Arthur	3	35	5:07.934	0.144	1	3	2	8.604
	Brown, Adam	4	34	5:05.075		1	3	3	8.700
	Hinds, Mike	5	33	5:08.865		2	4	5	8.952
	Thurlow, Sam	6	32	5:06.050		2	4	6	8.850
	Krysinski, Joey	7	31	5:04.175		2	3	1	8.871
	Hinds, Jesse	8	31	5:07.612	3.437	2	3	2	9.204
	Kelly, Joe	9	31	5:08.758	1.146	1	4	3	8.996
	Lewerke, Rich	10	30	5:00.315		1	3	5	9.111